VFR FLYWAY ◄ # VFR TERMINAL AREA CHART LAS VEGAS ► LAS VEGAS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — FAR 91 — NO SVFR — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) — CT - 118.3 * Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM

RP * Special conditions exist - see A/FD. — VFR Advsy 125.0 — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.) [40]

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line. — T 319 — GRANT — RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

IFR Departure Route

IFR Arrival Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362* OAK — 122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

Ⓣ - TWEB

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

122.1R — MIAMI — FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Other facilities, i.e., FSS Outlet, RCO, etc.

Non-Directional Radiobeacon (NDB)

NDB - DME

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower — 618 (Elevation Base of Tower)

Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well — Water Well

Mine or Quarry

Mountain Pass — 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Pier — Rocks — Dams — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

—1°E— Isogonic Line (2005 VALUE)

Ultralight Activity — Marine Light

Hang Glider Activity

Glider Operations

Parachute Jumping Area (See Airport/Facility Directory.)

VPXYZ — VFR Waypoints (See Airport/Facility Directory for latitude/longitude.) — NAME (VPXYZ)

VFR TERMINAL AREA CHART
LAS VEGAS

SCALE 1:250,000

Lambert Conformal Conic Projection Standard Parallels 33° and 45°

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

73RD EDITION EFFECTIVE 0901Z 26 AUG 2010
TO 0901Z 10 MAR 2011

Includes airspace amendments effective 29 JUL 2010 and all other aeronautical data received by 1 JUL 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

LAS VEGAS CLASS B AIRSPACE

See back of this chart for procedural information within the LAS VEGAS Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL

30 --- Floor in hundreds of feet MSL

CONTROL TOWER FREQUENCIES ON LAS VEGAS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
HENDERSON EXECUTIVE	0600-2000	125.1	127.8	120.775	
MC CARRAN INTL	CONTINUOUS	118.75 (RWY 01L/19R 01R/19L) 119.9 (RWY 07L/25R 07R/25L) 257.8	121.1 270.8 (E OF RWY 01R/19L) 121.9 (W OF RWY 01R/19L) 254.3 (W OF RWY 01L/19R)	132.4	
NELLIS AFB	CONTINUOUS	132.55 327.0	121.8 275.8	270.1	
NORTH LAS VEGAS	0600-2000 OCT-MAR 0600-2100 APR-SEP	125.7 360.75	121.7	118.05	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LAS VEGAS CLASS B	125.02 379.15 (360°-080°) 125.02 379.15 (280°-360°) 125.9 353.7 (W OF I-15; S OF 280°) 118.4 353.7 (E OF I-15; S OF 080°)	CONTINUOUS
NELLIS AFB	124.95 273.55 (N)	CONTINUOUS

SPECIAL USE AIRSPACE ON LAS VEGAS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level. NO A/G - No air to ground communications. Contact nearest FSS for information.

† Other times by NOTAM. NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4806 E	100 AGL TO UNLIMITED	0500-2000 MON-SAT†	NELLIS RANGE CON	126.65
R-4806 W	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65
WARNING: R-4806 W CONTAINS MANY UNEXPLODED BOMBS AND ROCKETS, AND OTHER ORDNANCE THAT MAY EXPLODE IF DISTURBED. NO AIRFIELD OR ACTIVE RUNWAY EXISTS WITHIN THIS AREA; HOWEVER, SIMULATED AIRFIELDS UTILIZED AS BOMBING TARGETS DO EXIST. AIRCRAFT LANDINGS IN R-4806 W ARE AT THE PILOTS OWN RISK.				
A-481	7000 TO 17,000	SR-2200†	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DESERT	100 AGL	SR-SS MON-SAT	NELLIS RANGE CON	126.65

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

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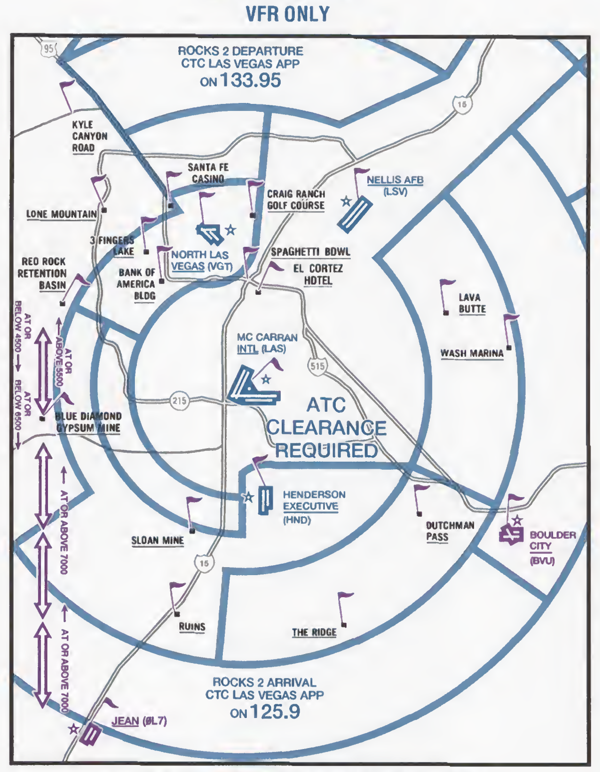
FAA Product ID: TLV

NSN 7641014100122

NGA REF. NO. VFRTALASVEGAS

EFF. DATE 10238

ROCKS ROUTE
NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THESE ROUTES

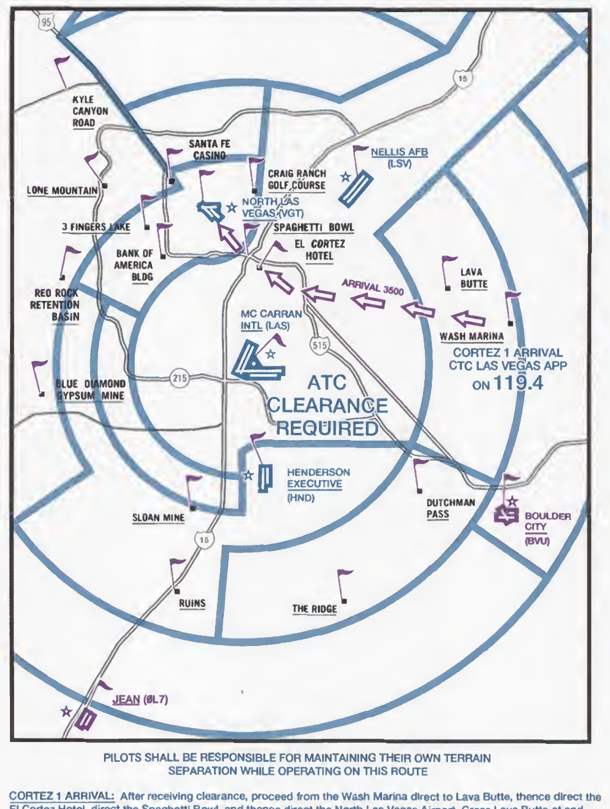
ROCKS 2 DEPARTURE: After receiving clearance, proceed direct the Red Rock Retention Basin at or below 4500', remaining north of the Bank of America Bldg (heading 220°). Remain outside Class Bravo Airspace (10 miles from the Las Vegas VORTAC). Proceed direct to the Blue Diamond Gypsum Mine climbing at or below 6500'. Passing Blue Diamond Gypsum Mine proceed south to abeam Jean Airport, radar service is automatically terminated, squawk 1200, resume appropriate VFR altitudes remaining clear of the Class Bravo Airspace, frequency change approved.

ROCKS 2 ARRIVAL: After receiving clearance, pass abeam Jean Airport at or above 7000'. Proceed northwest bound towards the Blue Diamond Gypsum Mine, remaining 10 miles west of Las Vegas VORTAC, and clear of Class Bravo Airspace. Cross the Blue Diamond Gypsum Mine at or above 7000'. Proceed direct the Red Rock Retention Basin and cross it at or above 5500'. Proceed towards Lone Mountain remaining clear of Class Bravo Airspace and contact North Las Vegas Tower on 125.7.

NOTE: Rocks 2 arrival and departure procedures are designed to keep aircraft out of Class Bravo Airspace. It is recommended that pilots contact ATC for traffic advisories due to high density air carrier traffic in the local area.

BANK OF AMERICA BLDG	36°10.50'N 115°14.80'W	EL CORTEZ HOTEL	36°10.13'N 115°08.35'W	RED ROCK RETENTION BASIN	36°09.36'N 115°21.65'W	SLOAN MINE	35°57.00'N 115°13.00'W		
BLUE DIAMOND GYPSUM MINE	36°03.27'N 115°23.15'W	KYLE CANYON ROAD	36°19.35'N 115°21.10'W	THE RIDGE	35°52.00'N 115°03.00'W	SPAGHETTI BOWL	36°10.50'N 115°09.30'W		
CRAIG RANCH GOLF COURSE	36°14.60'N 115°09.03'W	LAVA BUTTE	36°08.89'N 114°56.18'W	RUINS	35°52.50'N 115°14.03'W	3 FINGERS LAKE	36°12.60'N 115°16.10'W		
DUTCHMAN PASS	35°58.00'N 114°58.01'W	LONE MOUNTAIN	36°14.29'N 115°18.92'W	SANTA FE CASINO	36°14.96'N 115°14.60'W	WASH MARINA	36°07.00'N 114°52.00'W		

CORTEZ ROUTE
NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THIS ROUTE

CORTEZ 1 ARRIVAL: After receiving clearance, proceed from the Wash Marina direct to Lava Butte, thence direct the El Cortez Hotel, direct the Spaghetti Bowl, and thence direct the North Las Vegas Airport. Cross Lava Butte at and maintain 3500' MSL until crossing the Spaghetti Bowl or advised by ATC. Contact North Las Vegas Tower passing the El Cortez Hotel on 125.7.

BANK OF AMERICA BLDG	36°10.50'N 115°14.80'W	EL CORTEZ HOTEL	36°10.13'N 115°08.35'W	RED ROCK RETENTION BASIN	36°09.38'N 115°21.65'W	SLOAN MINE	35°57.00'N 115°13.00'W		
BLUE DIAMOND GYPSUM MINE	36°03.27'N 115°23.15'W	KYLE CANYON ROAD	36°19.35'N 115°21.10'W	THE RIDGE	35°52.00'N 115°03.00'W	SPAGHETTI BOWL	36°10.50'N 115°09.30'W		
CRAIG RANCH GOLF COURSE	36°14.60'N 115°09.03'W	LAVA BUTTE	36°08.89'N 114°56.18'W	RUINS	35°52.50'N 115°14.03'W	3 FINGERS LAKE	36°12.60'N 175°16.10'W		
DUTCHMAN PASS	35°58.00'N 114°58.01'W	LONE MOUNTAIN	36°14.29'N 115°18.92'W	SANTA FE CASINO	36°14.96'N 115°14.60'W	WASH MARINA	36°07.00'N 114°52.00'W		

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

CONVERSION OF ELEVATIONS — FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 — METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC- 4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

122.1R — MORMON MESA — 114.3 Ch 90 MMM — RENO

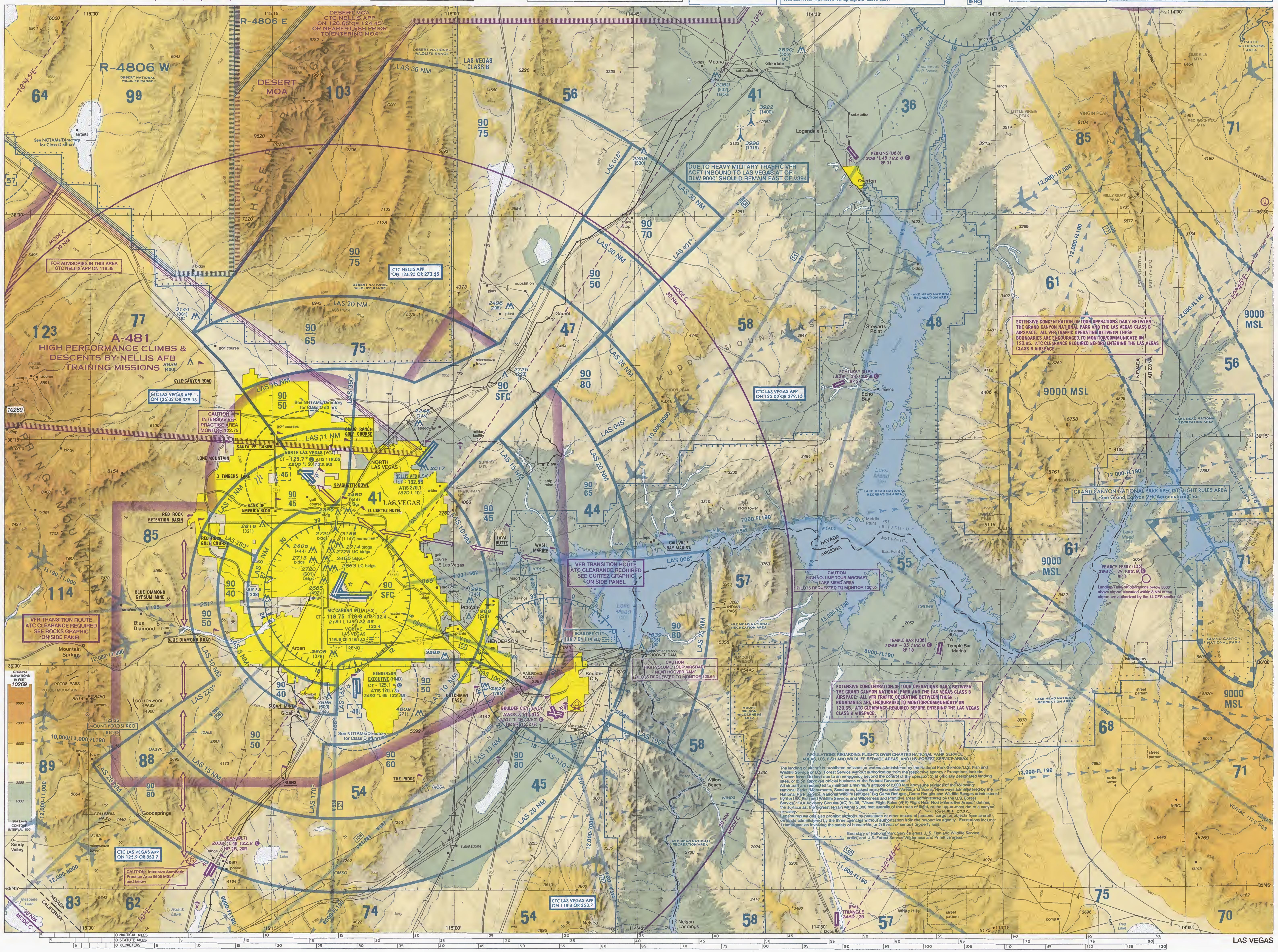
FOR PROCUREMENT CONTACT:

FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.



LAS VEGAS

CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

AIRPORTS

Paved Runways — NAME (NAM) — NAME (NAM)

Unpaved Runways — NAME (NAM)

NAVIGATIONAL AIDS

VOR — DLG 138.8

VORTAC — PPS 121.8

VOR-DME — KIP 110.7

NDB — DCW 262

NDB-DME — RMW 320

AIRSPACE INFORMATION

CLASS B AIRSPACE — CLASS B SURFACE AREA

EXAMPLES OF CLASS B AIRSPACE ALTITUDES

70 — CEILING IN HUNDREDS OF FEET MSL

30 — FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.215/AIM.)

CLASS C AIRSPACE — MODE C (SEE F.A.R. 91.215/AIM.) — CLASS C SURFACE AREA

Class D Airspace

Class E (sfc) Airspace

[40] Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

SPECIAL USE AIRSPACE

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and Military Operations Area (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE

2600 | 6700

IFR DEPARTURE ROUTES

IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected) — 2049

NAVIGATION REFERENCE POINT — N39° 56.32' W120° 36.91'

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION — 12256

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE LAS VEGAS AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENOEO TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE LAS VEGAS AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISEO AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINEO BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IOENTIFIES VFR TRANSITION ROUTES IN THE LAS VEGAS CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM LAS VEGAS APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. OEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO OELAY. ON INITIAL CONTACT, AOVISE ATC OF POSITION, ALTITUDE, ROUTE NAME OESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT LAS VEGAS VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

LAS VEGAS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a private pilot certificate or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.95
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS – Aircraft operating within the Las Vegas Class B Airspace must be operated in accordance with ATC clearances and instructions.

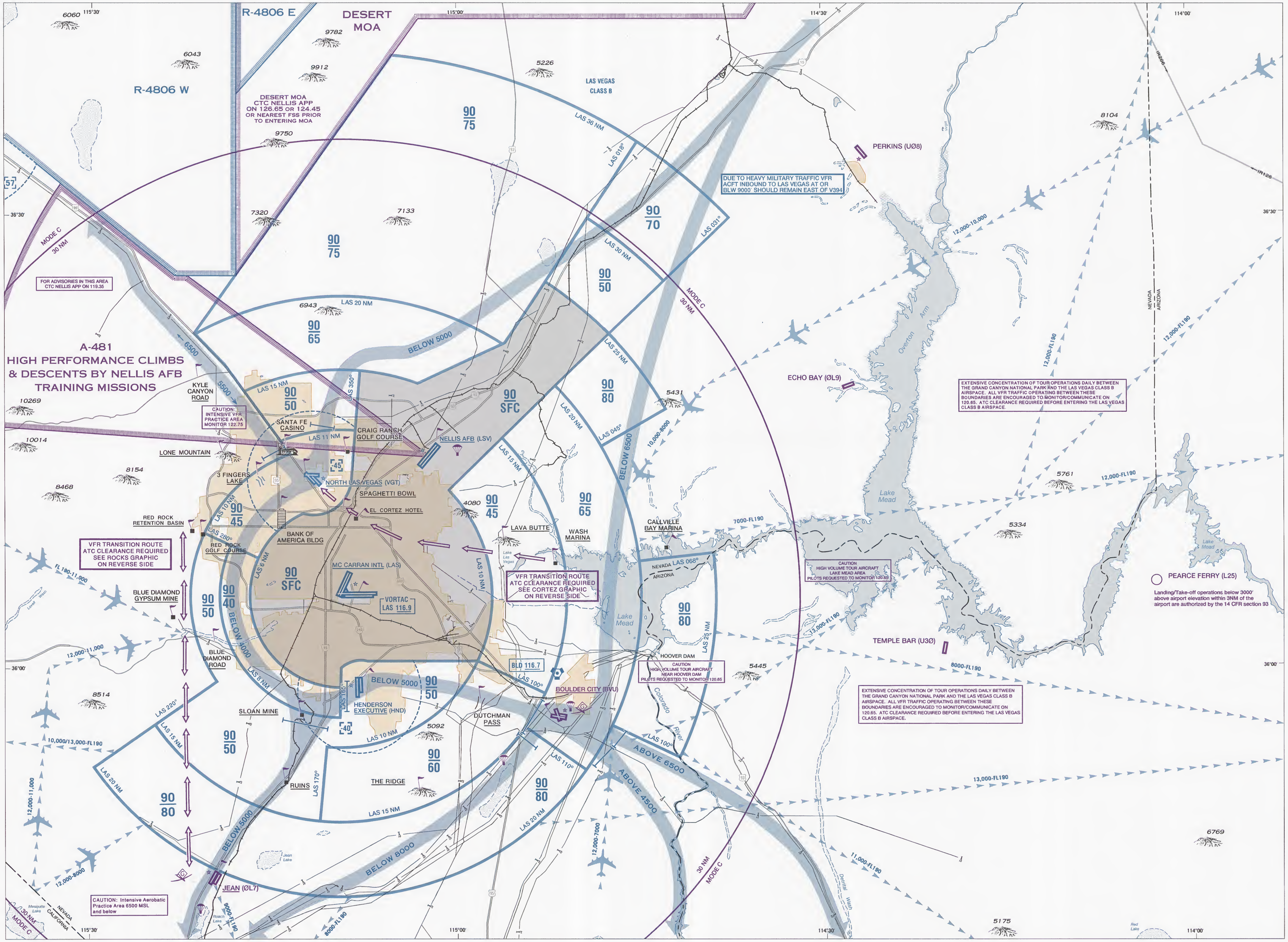
VFR FLIGHTS –

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.



R-4806 E
DESERT MOA
R-4806 W
DESERT MOA CTC NELLIS APP ON 126.65 OR 124.45 OR NEAREST FSS PRIOR TO ENTERING MOA
LAS VEGAS CLASS B
PERKINS (UØ8)
DUE TO HEAVY MILITARY TRAFFIC VFR ACFT INBOUND TO LAS VEGAS AT OR BLW 9000' SHOULD REMAIN EAST OF V394
FOR ADVISORIES IN THIS AREA CTC NELLIS APP ON 119.35
A-481
HIGH PERFORMANCE CLIMBS & DESCENTS BY NELLIS AFB TRAINING MISSIONS
BELOW 5000
KYLE CANYON ROAD
CAUTION INTENSIVE VFR PRACTICE AREA MONITOR 122.75
SANTA FE CASINO
CRAIG RANCH GOLF COURSE
NELLIS AFB (LSV)
LONE MOUNTAIN
NORTH LAS VEGAS (VGT)
SPAGHETTI BOWL
EL CORTEZ HOTEL
3 FINGERS LAKE
RED ROCK RETENTION BASIN
RED ROCK GOLF COURSE
BANK OF AMERICA BLDG
VFR TRANSITION ROUTE ATC CLEARANCE REQUIRED SEE ROCKS GRAPHIC ON REVERSE SIDE
MC CARRAN INTL (LAS)
VORTAC LAS 116.9
BLUE DIAMOND GYPSUM MINE
BLUE DIAMOND ROAD
LAVA BUTTE
WASH MARINA
VFR TRANSITION ROUTE ATC CLEARANCE REQUIRED SEE CORTEZ GRAPHIC ON REVERSE SIDE
CALLVILLE BAY MARINA
ECHO BAY (ØL9)
EXTENSIVE CONCENTRATION OF TOUR OPERATIONS DAILY BETWEEN THE GRAND CANYON NATIONAL PARK AND THE LAS VEGAS CLASS B AIRSPACE. ALL VFR TRAFFIC OPERATING BETWEEN THESE BOUNDARIES ARE ENCOURAGED TO MONITOR/COMMUNICATE ON 120.65. ATC CLEARANCE REQUIRED BEFORE ENTERING THE LAS VEGAS CLASS B AIRSPACE.
CAUTION HIGH VOLUME TOUR AIRCRAFT LAKE MEAD AREA PILOTS REQUESTED TO MONITOR 120.65
PEARCE FERRY (L25)
Landing/Take-off operations below 3000' above airport elevation within 3NM of the airport are authorized by the 14 CFR section 93
TEMPLE BAR (U3Ø)
HOOVER DAM
CAUTION HIGH VOLUME TOUR AIRCRAFT NEAR HOOVER DAM PILOTS REQUESTED TO MONITOR 120.65
BLD 116.7
BOULDER CITY (BVU)
HENDERSON EXECUTIVE (HND)
SLOAN MINE
DUTCHMAN PASS
RUINS
THE RIDGE
JEAN (ØL7)
BELOW 5000
BELOW 6500
BELOW 4000
BELOW 8000
ABOVE 6500
ABOVE 4500
CAUTION: Intensive Aerobatic Practice Area 6500 MSL and below
NEVADA
CALIFORNIA
ARIZONA
Lake Mead
Overton Arm
MODE C 30 NM

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: RUINS

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

HENDERSON EXECUTIVE ADVISORY

All VFR aircraft departing Henderson Executive (HND) Runways 35 on a left downwind departure:
Use extreme caution due to high volume jet traffic arriving & departing McCarran Intl (LAS) west of HND. Pilots should remain within 1NM of HND when executing a left downwind departure, then continuing southbound remaining clear of the Las Vegas Class B.

Aircraft departing via the northwest corridor to North Las Vegas (VGT): In addition to remaining clear of the Las Vegas Class B, remain below 3500' until clear of the HND Class D.